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No. 20,917. 號七十九百九第 日八廿月五年丑乙

HONGKONG, SATURDAY, JULY 18TH, 1923

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TIME-TABLE.

WEEK DAYS

STATIONS	Dep.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	5.29
Yau Ma Tei	Dep.	6.50	9.25	10.39	12.09	1.24	5.38
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	5.48
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.58
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	6.04
Fanning	Dep.	7.29	10.03	11.18	12.48	2.03	6.19
Shum Shue Po	Dep.	7.36	10.07	11.22	12.52	2.07	6.29
Shum Shue Po	Arr.	7.42	10.13	11.28	12.58	2.13	6.36

STATIONS	Dep.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Shum Shue Po	Dep.	7.51	10.25	11.40	13.10	4.17	6.08
Shum Shue Po	Dep.	8.05	10.39	11.54	13.24	4.31	6.22
Fanning	Dep.	8.19	10.53	12.08	13.38	4.45	6.32
Tai Po	Dep.	8.33	11.07	12.22	13.52	4.59	6.42
Tai Po Market	Dep.	8.47	11.21	12.36	14.06	5.13	6.52
Shatin	Dep.	8.51	11.25	12.40	14.10	5.17	6.56
Yau Ma Tei	Dep.	9.05	11.39	12.54	14.24	5.31	7.00
Kowloon	Dep.	9.19	11.53	13.08	14.38	5.45	7.04

SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	Dep.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	5.29
Yau Ma Tei	Dep.	6.50	9.25	10.39	12.09	1.24	5.38
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	5.48
Tai Po	Dep.	7.16	9.49	11.04	12.34	1.49	5.58
Tai Po Market	Dep.	7.21	9.53	11.08	12.38	1.53	6.04
Fanning	Dep.	7.29	10.03	11.18	12.48	2.03	6.19
Shum Shue Po	Dep.	7.36	10.07	11.22	12.52	2.07	6.29
Shum Shue Po	Arr.	7.42	10.13	11.28	12.58	2.13	6.36

STATIONS	Dep.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Shum Shue Po	Dep.	8.13	10.38	11.40	13.00	4.17	6.08
Shum Shue Po	Dep.	8.19	10.43	11.47	13.07	4.23	6.14
Fanning	Dep.	8.23	10.49	11.51	13.11	4.27	6.18
Tai Po	Dep.	8.33	10.59	12.02	13.21	4.37	6.28
Tai Po Market	Dep.	8.37	11.04	12.07	13.25	4.41	6.32
Shatin	Dep.	8.41	11.08	12.11	13.29	4.45	6.36
Yau Ma Tei	Dep.	8.51	11.17	12.21	13.38	4.55	6.46
Kowloon	Dep.	9.11	11.37	12.41	13.58	5.15	6.59

SHA TAU KOK BRANCH.

STATIONS	Dep.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Shatin	Dep.	7.45	11.30	12.30	6.25	6.30	5.00
Shatin	Arr.	8.40	12.25	1.35	7.20	7.25	5.55

STATIONS	Dep.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Shatin	Dep.	7.45	11.30	12.30	6.25	6.30	5.00
Shatin	Arr.	8.40	12.25	1.35	7.20	7.25	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
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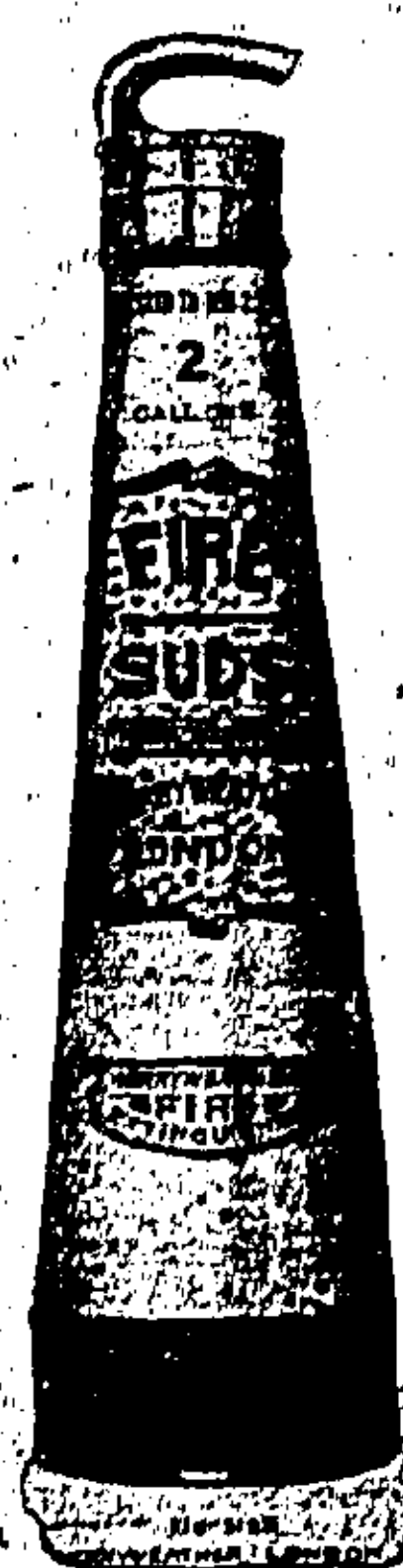
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"If," murmured the First W.M., "a man asks for
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burns hot in his bowl, he is a surly and unreasoning
fellow . . ."

"Likewise," agreed the Second, "if I presently
call for a 'Scotch and Soda' and my palate rebels
at the touch of the lesser, fiery fluid, I must
remember in my affliction—"

"That when two plain words bring to the lips a
most delectable spirit," interjected Number One,
"twere folly to call for the unchristened sort."

"Let us," concluded the Second W.M., "establish a
valuable entente between our palates and our
tongues by calling for—

TWO SANDY MACS PLEASE

—meaning, of course, two Sandy Macdonalds

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Services, July 19th:—
Morning Service at 11 o'clock:—
Hymns: 458, 488, 324, 182, 183.
Evening Service at 6 o'clock:—
Hymns: 332, 184, 234, 332, 663.
Preacher:—Rev. B. J. Malpas, M.A., at both
services. 158

First Church of Christ, Scotsburgh,
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Friday mornings—10 to 12. 157

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DAMAGE TO RAILWAY. CURTAILED SERVICE STILL BEING MAINTAINED.

The rain on Wednesday night, Thursday and early yesterday morning has naturally caused a number of "wash-outs" along the Kowloon-Canton Railway, but the management stated yesterday morning that the damage was nothing like as severe as anticipated.

The first landslide occurred, early on Thursday, just beyond Yaumati Station, beneath the new site for the Diocesan Boys' School.

There was a heavy fall of earth and two trucks were shunted on to the main-line to remove it. The mainline was blocked on Thursday, but the "loop" was clear and there was no interference with traffic.

Early yesterday morning, however, there was another heavy fall of earth, which buried the trucks above the axle and completely blocked the main-line.

The Railway Management, yesterday, courteously placed a trolley at the service of a *Daily Press* representative, who was thus enabled to obtain first hand evidence of the damage done between Kowloon and Yaumati.

Starting from the Kowloon end, the line was clear until "No. 1 cutting" was reached. Here it was evident that a large amount of earth had been washed down, but owing to the "fall" the rush of water had kept the earth moving and the line was not blocked. When our representative passed the spot a gang of coolies were busy clearing the drains; as it is unlikely that any serious damage will result as the sides of the cutting appeared "clean."

The fall at Yaumati is far more serious as further landslides are anticipated; and until the rain ceases it will be impossible to do much in the way of permanent repairs.

There have been minor falls of earth at the 104 mile post and at bridge No. 18, but neither of these is serious.

As a result of the landslide at Yaumati and at a spot this side of the station, large quantities of earth have been washed into Coronation Road as far as the corner of the Fire Brigade's sub-station at Mongkok. Owing to the road being up at two spots the water was temporarily blocked and two Chinese-owned dwellings on the road from Yaumati railway bridge were flooded. By 10.30 a.m., however, the basements were cleared and the owners stated that they had suffered little damage.

Owing to the slip on the railway at Yaumati, passengers have to alight and walk a distance of about 100 yards, when the train in waiting carries them to their destination.

Actually there has been little dislocation of traffic. The 6.40 a.m. train from Kowloon left on time yesterday, and passengers found a train in waiting at Yaumati.

Arrivals in Kowloon, yesterday, were at 9.15 a.m., 10.30 a.m. and 4.17 p.m., while departures included besides the 6.40 a.m. trains at 1.15 p.m., and 5.29 p.m.

In addition, the train which left Shum Chun at 10.38 a.m., arrived just before 2 p.m., having been held at Shatin so that passengers from there should not be inconvenienced more than necessary.

OUTLYING RESIDENTS.

The more serious aspect of the floods in the New Territories is the hardship entailed on residents living in the "wilds."

Since the strike started, Mr. Chambers has been coming from Taiipo to Kowloon daily, to purchase milk, meat and ice for the residents scattered over the New Territories.

On leaving the railway line he has distributed his provisions by motor-car. He was afraid, yesterday, that many of the roads would be found impassable.

Owing to the telephone wires being down in some places, it was impossible to obtain definite information on this score but, as Mr. Chambers said: "All the residents in my district can obtain chickens, so that, in many respects, they are better off than people in Kowloon and Hongkong."

CORRESPONDENCE.

BE JUST; BE MERCIFUL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As an old resident it occurs to me that some formula applicable to all cases of returning employees is desirable, and the following is suggested:—

(a) It is first essential that all penalties that may be legally imposed as a result of desertion from duty should be strictly enforced now.

(b) It is recognised that the personal element may make it desirable, when good reason exists—such as long and faithful service in the past—to extend clemency in certain cases. Employers doing so should only reinstate former privileges after a suitable period of probation, and then only on the clear understanding that such clemency is *ex gratia* and in no way due to coercion.

Boiling it down, (a) Be just. (2) Be merciful.
But do not allow mercy again to be mistaken for weakness—Yours faithfully,

O.H.B.
Hongkong, July 17th, 1925.

S.S. "LEUNG KWONG." EUROPEAN OFFICERS HAVE UN- PLEASANT EXPERIENCE.

A TRIP TO KONGMOON.

On the last trip of the s.s. *Leung Kwong* to Kongmoon the European officers had an unpleasant experience.

The vessel, which is owned by Mr. Chiat Woo, 28, Pottinger Street, sails under the Chinese flag. Captain J. Wilson is the Master; Mr. T. A. Nicholas, Chief Officer; and Mr. A. Donaldson, Chief Engineer.

A *Daily Press* representative has been given the details of what happened.

The vessel reached Kongmoon at 6.15 a.m. on July 10th. Shortly after the anchor was dropped, the entire Chinese crew deserted and went ashore, the officers making no attempt to stop them.

The Chief Officer was ordered by Capt. Wilson to go aboard the *Tai Lee* and ask the master whether he would wait and take the "stranded mariners" back to Hongkong.

When the sampan, carrying the Chief Officer, had covered half the journey towards the *Tai Lee*, a Chinese, wearing a red armband on his left arm, hailed the sampan man and ordered him to return to the *Leung Kwong*. Mr. Nicholas (Chief Officer), however, persuaded the man to steer for the shore, with a view to making an appeal to the Customs Officer. The man with the red armband, however, prevented Mr. Nicholas from landing and again ordered the sampan back to the *Leung Kwong*. As soon as the vessel was reached, the sampan cleared off.

THE PURSER'S APPEAL.

At 10.20 a.m. the Chinese purser went to Captain Wilson and begged him and his officers to leave the vessel and go on board one of the British armed launches in port (H.M.S. *Don Juan* and H.M.S. *Kwong Lee*).

"You had better take a sampan and go aboard one of the launches," said the purser.

It was pointed out that no sampan was available to take the officers off the ship. There the matter rested until noon, when the purser returned to the attack.

Apparently he himself was greatly afraid that the strikers might take action at any moment and he told the Captain that the officers "had got to get out of the ship as soon as possible."

Captain Wilson expressed his willingness to leave the vessel provided the purser would provide the means.

THE LANDING.

Eventually, the purser obtained the services of a small sampan to convey himself and the officers ashore together with a small quantity of hand baggage.

After reaching the shore, difficulty arose in obtaining coolies to carry the baggage, but eventually the purser obtained the services of three women.

AN UNFORTUNATE INCIDENT.

On the way to the Customs House, the woman carrying Capt. Wilson's luggage, dropped it and his revolver fell out.

The sight of it appears to have excited the greed of the strikers. At any rate, the purser's attitude towards the officers changed entirely after this incident—it being believed that the strikers brought pressure to bear on him.

Be that as it may, on arrival at the Customs House, the purser demanded that the officers should hand him their revolvers and ammunition in addition to the very lights and pistols, which Capt. Wilson had removed from the ship.

On this point, however, Capt. Wilson was adamant, handing over all the weapons and lights to the Customs' officials, who gave him a receipt.

At this stage, the commander of one of H.M. armed launches arrived on the scene and arranged for the housing of the officers in the Customs compound, where naturally they were under British protection.

"We were accommodated in the house of the Assistant Commissioner for the night and were thoroughly well treated," said Captain Wilson in conclusion.

The three officers returned here on the *Sun Yau Hai*, presumably having lost all their instruments and most of their clothing and other effects as it is extremely unlikely that the purser will be able to safeguard them.

The matter has been reported to Mr. Chiat Woo, the owner of the *Leung Kwong*, and at the Harbour Office.

All three officers expressed the opinion that a satisfactory settlement will be reached.

SHIPPING NOTES.

For the 24 hours ended at 9 a.m. yesterday there was one arrival and two departures. The vessel arriving was the *Ushima Maru* from Melbourne, which entered 39 bags of mails.

The departures were the *Nanking* for Macao, and the *Song Wo* for Haiphong.

H.M.S. *Tung On* left for Kongmoon at 8 a.m. yesterday morning and the *Hydrangea* for Swatow at 3 p.m.

The *Kum Sang*, from Calcutta, with mails from Europe via Negapatam (letters and papers, London, June 18th) is due to arrive in Hongkong on Monday.

All boats on the Bombay and Calcutta run are now carrying Lascar crews, but this, it is understood, is only a strike measure, and the practice of carrying such crews will not be generally adopted once normal conditions are resumed.

SPECIAL OFFERS

In Our Grocery Department.

ASPARAGUS

DEL MONTE (MAMMOTH) 90 Cents Per Tin.

S. AND W. ... \$1.10 Large Tin.

DELICIOUS AND REFRESHING.

FRUIT SALAD

S. AND W. HIGHEST QUALITY.

95 Cents Per Large Tin.

TRY SOME WITH NESTLES CREAM.

LANE, CRAWFORD, LTD.

Are You Hot?

Then Buy A

WESTINGHOUSE ELECTRIC FAN

and keep Cool.

WING ON CO., LTD.

NOTICE.

THE ANDERSON MUSIC CO., LTD.

As we are unable to collect our accounts during these times, we should esteem it a favour if Customers would please send their Cheques, or call and pay at the Office.

THE ANDERSON MUSIC CO., LTD.,

2, QUEEN'S BUILDINGS,

ICE HOUSE STREET.

Hongkong, 16th July, 1925.

Powell

TELEPHONE 3146

GENTLEMEN'S UNDERWEAR SPECIALITIES.

For the Hot Season

"VIVELLA," "AERTEX," "B.V.D."

"FLEXINETTE," "SOFTESTNET,"

"COTELLA," "INDIA GAUZE,"

"MERIDIAN" and "CELASTIC"

Stocked in Vests and Drawers.

ALL GOODS GUARANTEED.

GENTLEMEN'S OUTFITTERS

PEDDER STREET.



NEW ADVERTISEMENTS

PEAK RESIDENTS' ASSOCIATION.

A MEETING of all PEAK RESIDENTS whether Members of the Association or not will be held at the Peak Club on MONDAY, 20th JULY, at 8 p.m.
Ladies are cordially invited to attend.
W. C. SHIBBY,
Acting Hon. Secretary.
Hongkong, 17th July, 1925. [2443]

NOTICE.

AS from MONDAY, 20th Inst. and so long as STRIKE Conditions Prevail Accounts due to this Company can be Paid at Messrs. LANE, CRAWFORD, LTD. (HARBOUR DEPT.)
Consumers will greatly oblige if they will Avail themselves of this Opportunity.
HONGKONG & CHINA GAS CO., LTD.
[2445]

COMPAGNIE DES MESSAGERIES MARITIMES.

S.S. "LIEUT. ST. LOUBERT BIE."

Left SAIGON, 16th JULY, 1925.

CONSIGNEES of CARGO for Hongkong or other ports are hereby informed that owing to the fact that the S.S. "LIEUT. ST. LOUBERT BIE" is proceeding from Saigon to Shanghai Direct, Hongkong CARGO has been landed at Saigon where the Goods will remain in Storage at Consignee's Risk.
When conditions permit, the said CARGO will be brought forward to Hongkong free of Freight but all Expenses in connection with Lashing, Storing and Reshipping at Saigon will be for Consignee's Accounts.
No Insurance whatever has been or will be effected by the STEAMSHIP COMPANY.
COMPAGNIE DES MESSAGERIES MARITIMES.
Hongkong, 17th July, 1925. [2444]

NOTICE.

THE Goodwill of the Business of BREWER and COMPANY, BOOKSELLERS, 10, Pedder Street, together with the Rights and Interests of M. S. L. BREWER, has been Acquired as from 1st JULY, 1925, by the Undersigned, who will conduct the said Business under the same Style and at the same Address.
(Signed) B. PASCO.
[2442]

NOTICE.

A NUMBER of SKILLED WORKMEN, Suitable for Work such as Driving Trains, Operating Lifts, etc., have reported themselves to this Office for Work.
Those desiring of Securing Such Services are Requested to Communicate with the Undersigned, stating Particulars of the Nature of Duties, Wages, etc.
S. W. TSO,
Assistant Controller of Labour.
[2441]

NOTICE.

THE HONGKONG STOCK EXCHANGE AND THE HONGKONG SHAREBROKERS' ASSOCIATION.

NOTICE IS HEREBY GIVEN that the POSTPONED JUNE SETTLEMENT will be held on TUESDAY, the 21st JULY, 1925.

By Order of the Committee:
HONGKONG STOCK EXCHANGE,
J. W. KEW, Secretary.
HONGKONG SHAREBROKERS' ASSOCIATION.
[2435]

NOTICE.

THE SHARE REAL ESTATE BROKERS' SOCIETY OF HONGKONG.

NOTICE IS HEREBY GIVEN that the POSTPONED JUNE SETTLEMENT will take place on TUESDAY, 21st JULY, 1925.

By Order of the Committee,
M. FERNANDEZ,
Secretary.
Hongkong, 4th July, 1925. [2435]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of TWO DOLLARS per Share of the Six Months ending 30th June, 1925, will be Payable on FRIDAY, 18th AUGUST 1925, on which date Dividend Warrants may be obtained on Application at the Company's Office, 11, Queen's Road Central.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 23rd JULY, to WEDNESDAY, the 31st AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.
By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hongkong, July 14th, 1925. [2438]

THE HONGKONG ELECTRIC CO., LIMITED.

AS practically all the Chinese Employees have Absented themselves from Work and the Remainder of the Staff is required for the maintenance of the Electric Supply, the Company asks Consumers to Call at the HEAD OFFICE, P. & O. BUILDING (3rd Floor), and Pay their Accounts which are now ready.
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 13th July, 1925. [2432]

HONGKONG AND TERRITORIAL ESTATES, LIMITED.

WITH reference to the Notice dated 14th APRIL, 1925, sent to Shareholders of the Company whereby a Final Call of \$500 per share was made payable upon the 14th JULY, 1925, the General Managers have decided in view of the Present Condition of Affairs to Extend the Time for Payment of this Call.
Notice is Accordingly Herby Given that the said Date for Payment of the said Final Call is Extended until the 15th OCTOBER, 1925, and that the Form of Bankers Receipt already sent to Shareholders can be used as though the Date named therein were the 15th OCTOBER, 1925.
For HONGKONG AND TERRITORIAL ESTATES, LIMITED,
SHEWAN, TOMES & Co.,
General Managers.
[2434]

INTIMATIONS

FOR SALE.

BY THE UNITED STATES GOVERNMENT NAVY DEPARTMENT.

"AS IS" AND "WHERE IS" THE U.S.S. "AJAX," ex COLLIER "SCINDIA."

FOR Full Particulars regarding Terms of Sale and Inspection of Vessel, apply to the SUPPLY OFFICER, U.S. NAVAL STATION, CAVITE, P.I.
Vessel Open for Inspection from JULY 15th, 1925, to AUGUST 15th, 1925, both Dates inclusive, between the Hours of 8.00 A.M. and 4.00 P.M., SUNDAYS and HOLIDAYS Excepted.
BIDS will be Publicly Opened at 2.00 P.M. AUGUST 14th, 1925.
Copies of Circular Proposals may be obtained at AMERICAN CONSULATE-GENERAL. [2435]

TO LET.

COMMODOUS SHOP and PREMISES, in ALEXANDRA BUILDINGS, from 1st SEPTEMBER NEXT.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
[2339]

TO LET.

2 NEWLY-CONSTRUCTED 3-Storeyed Semi-detached HOUSES with Garages attached situated on Island Lot 2365, STRASS Road, marked by Sign-board of HUN SHING Contractor just a little above MORANSON GAR Road. Occupation about June 1st.
Apply—
SANG KEE,
New Bank Building.
[2221]

WANTED.

QUALIFIED WOMAN PHYSICIAN (American) will take Charge of Child or Invalid going to the U.S. or CANADA, sailing on "EMPEROR OF CANADA" September 4th from Hongkong. References Exchanged. Apply to Box No. 2417, c/o Hongkong Daily Press. [2417]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "KASHGAR"

FROM LONDON AND PORTS.

ARRIVED HONGKONG, 9th JULY, 1925.

CONSIGNEES of CARGO per S.S. "KASHGAR" are hereby informed that owing to the Strike part of the Cargo for Hongkong has been overruled to Kowloon. When conditions permit this Cargo will be brought back to Hongkong Free of Freight but all Expenses in connection with Lashing, Storing and Reshipping at Kowloon will be for Consignee's account.
No Insurance whatever has been or will be effected by the STEAMSHIP COMPANY. [2433]

NOTICE TO CONSIGNEES.

The Steamship "BOLTON CASTLE"

FROM NEW YORK.

CONSIGNEES of CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the China Provision Loan and Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.
Optional Cargo will be forwarded unless Notice to the contrary be given before 13th instant.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to Rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst. or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 13th July, 1925. [2432]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "NUMIDIA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the China Provision Loan and Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 13th inst.
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No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 13th July, 1925. [2427]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes—X, Y, Z, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Letters are lying at this Office for Boxes—X, Y, Z, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646

CABLES.

(THROUGH REUTERS' AGENCY.)
COAL CRISIS IN ENGLAND.
COURT OF ENQUIRY.

London, July 17th.
 The proceedings of the coal industry's Court of Inquiry, appointed by the Government, opened, but were adjourned until Monday to enable the Miners' Federation to reconsider their decision not to participate.

The Mining Association's representatives were present.

BISLEY MEETING.
SINGAPORE MAN'S GOOD SHOOTING.

London, July 17th.
 At Bisley, Bishop, of Singapore, won the third place in the Loder Cup challenge shoot, scoring 99 against the winner's score of 103.

AUSTRALIAN LOAN
TO BE FLOATED IN LONDON AND NEW YORK.

London, July 17th.
 A five-million Commonwealth loan, part of the twenty million sterling issue, will be floated in London at 290, bearing five per cent. interest.
 The balance will be issued in seventy-five million dollar bonds in New York, redeemable between 1945-75.

EARLIER CABLES.
NAVAL BUILDING.

MR. BRIDGEMAN'S STATEMENT.
 London, July 18th.

In the House of Commons, with the object of extracting a Government statement on the building programme, Sir John Simon moved a small reduction in the Naval vote.

Mr. Bridgeman, replying, promised that Mr. Baldwin would make a statement within a week. In the meantime, he pointed out that on the pre-war purchasing value Great Britain was spending £15,000,000 on the Navy below the pre-war figure.

A debate on Sir John Simon's amendments and the Naval estimates was adjourned. Before the adjournment, Mr. Bridgeman denied that the replacement programme meant replacing Ford by Rolls-Royces. On the contrary, it meant replacing a number of Fords by one Rolls-Royce.

He added that as regards Singapore, there was no difference in the situation since the last debate. They were proceeding with the installation of a floating dock, and considering a larger programme, which in any case, cannot be begun before next year. He would make an announcement about it when the Government had made up their minds.

LEAGUE OF NATIONS.
BRITISH REPRESENTATIVES AT NEXT ASSEMBLY.

London, July 18th.
 In the House of Commons, replying to Mr. Ramsay MacDonald, Mr. Baldwin said that Mr. Austen Chamberlain, Lord Robert Cecil, the Duchess of Atholl, Sir George Grahame, Sir Cecil Hurst, and Mr. A. M. Samuel would represent Great Britain at the League of Nations Assembly at Geneva in September.

FRENCH FLEETS.
REVIEWED BY THE PRESIDENT.

CHERBOURG, July 18th.
 President Doumergue, M. Painlevé and the Presidents of the Senate and the Chamber, aboard a submarine, reviewed the warships of the Mediterranean, Channel, and North Sea fleets. They attended later a ceremonial luncheon aboard the battleship *Paris*.

President Doumergue in a speech declared that the Navy had suffered heavily in the war therefore it was natural that France should endeavour to replace it on a footing capable of safeguarding the national defence so far as the financial position and treaty obligations permitted.

FRENCH IN MOROCCO.
REINFORCEMENTS CONTINUED.

Paris, July 18th.
 Marshal Pétain has departed for Morocco to confer with Marshal Lyautey regarding the measures to be taken against the Rif.
 Reinforcements continue to be sent to Morocco.

FAR EASTERN CABLE NEWS.

(THROUGH REUTERS' AGENCY.)
THE ATTACK ON SHAMEN.
BRITISH LEGATION'S NOTES TO WAICHAOPOU.

CONFIRMATION OF CONSUL-GENERAL'S DISPATCH.
 PEKING, July 17th.
 The British Legation has given out the text of two further notes it has recently sent to the Waichiaopou on the subject of the Shamen incident.

The first is dated July 13th and quotes the substance of Consul-General Jamieson's report and goes on to observe that the deplorable incident has been exploited for the purposes of an unrestrained press campaign of calumny and malice against Britain, the promoters of which, without waiting or caring to learn the facts, have utilised these tragic events as basis of unscrupulous propaganda. It points out that the actual facts show that foreigners on Shamen were not the aggressors and that the foreign authorities concerned limited their action to what was necessary for the defence of the lives of those on the island.

The second note dated July 15th encloses a copy of a statement signed by four foreigners who, it says, personally witnessed the attack against Shamen. One of these foreigners was a non-British military officer; two of the remaining three were also non-British.

The note says their statement was drawn up on the day of the incident but was not handed to Sir James Jamieson until June 30th, and the latter had no knowledge of its contents when drawing up his own report. The foreigners' account entirely confirms the Consul-General's account and shows that the firing was commenced by armed forces participating in the procession.

The note requests the Waichiaopou to cause this note and its enclosure to be published in the Chinese press.

NEGOTIATION COMMISSION.
 The Japanese Legation this morning denied that Mr. Yoshizawa had been approached with a view to replacing Mr. Martel on the negotiation commission.

RESULT OF DOSSER TRIAL.
EXPULSION FROM THE SETTLEMENT.

SHANGHAI, July 17th.
 Dossier has been ordered to be expelled from the International Settlement as an undesirable by Magistrate Zan and the British Assessor of the Mixed Court.

The charge brought against the defendant of being in possession of inflammatory literature of a nature, tending to cause a breach of the peace was dismissed.

Stay of execution of the sentence for a fortnight was granted on the application of the Counsel for the defence who intimated that he might file an application for re-hearing when he would raise the question of the Court's authority to expel foreigners.

The Court held the document, typewritten on a piece of silk, purporting to be a certificate issued to Dossier by the Agitation Department of the Russian Communist Party, to be authentic.

"LITTLE" HSU.
ARRIVES IN MOSCOW.

Moscow, July 18th.
 General Hsu has arrived here and is to stay ten days.

SHOOTING AT BISLEY.
 London, July 18th.

At Bisley, the Mackinnon Cup was won by Canada with a score of 1,034. England was second, with 1,063, and Scotland third, with 1,061.

"SINGAPORE MARU" FLOATED.
 London, July 18th.

Reports from Perim state that the *Singapore Maru* has been towed off and arrived at Perim this evening with no apparent damage.

NAVIGATION BILL.
 MELBOURNE, July 18th.

The Senate has passed the Coastal Navigation Bill.

MAJOR DI PINEDO.
 MELBOURNE, July 18th.

Major Di Pinedo has restarted for Sydney.

FLOOD'S TOLL OF DEATH.

NOTED LOCAL CHINESE AND HIS FAMILY PERISH.

CASUALTIES ESTIMATED AT 250.

The burial under masses of wreckage suddenly and without warning of over 200 people in the quiet residential thoroughfare known as Po King Fong, close to Caine Road, and the death of many of them was the chief of a series of flood disasters which occurred in various parts of the Colony yesterday.

An extensive retaining wall undermined by the heavy rains gave way, and with it swept away seven buildings in which there were from 250 to 300 inhabitants. The fire brigade sections of the Central and Wanchai districts, and members of St. John Ambulance, as well as the Indian section under Mr. Kumbhakar, and a large number of police reserves were soon on the scene.

Splendid work was done by the members of the fire brigade under the direction of Mr. Brooks, and owing to the promptitude and efficiency of their work about twenty people were rescued alive within three hours.

Up to a late hour late night, it was learned from Europeans at the scene of the disaster that a number of dead and over 40 injured persons had been extricated. Some of the latter were, however, so terribly lacerated that it was thought that they would succumb to their injuries. On enquiry at the Government Civil Hospital and the Tung Wah Hospital, it was learned that ten of these persons had died. Amongst those who died at the Tung Wah Hospital soon after admittance was Mr. Chan Siu Ki, J.P., a former member of the Legislative Council and a prominent business man. His death has cast a general gloom over the Chinese community amongst whom he had a large circle of friends. As soon as it was heard that he was amongst the victims, many of his friends visited the hospital, amongst whom was the Hon. Mr. R. H. Kotevall, who has been intimately associated with him for many years. Mr. Kotevall and other members of the Chinese community then went to the scene of the catastrophe to offer assistance. Mr. Chau Siu Ki's aged mother and a female member of his household are also amongst the dead, but his son, Mr. T. N. Chau, the local barrister-at-law, was rescued at 11.45 a.m., buried in the centre of a huge pile of debris. He was severely injured and was taken to the Tung Wah Hospital. His wife was killed and the rest of his family were still entombed yesterday afternoon.

Just before going to press, it was ascertained that some 50 persons had been extricated, still living, from the wreckage, and removed to different hospitals. Fifteen died in the Tung Wah Hospital, and many of the others are not expected to survive. Late last night, the rescue workers, who were still convinced that several persons were still alive among the ruins, were making frantic efforts to obtain communication with them, and it is possible to administer food.

REMARKABLE ESCAPES.
 Several openings were made and rescuers entered the remnants of what had been rooms. The police and firemen were straining every nerve to get to the entombed persons, and continually the cries of women and children were reaching the ears of the workers.

Among the prominent Chinese who were unrescued last night were Chui Yui Tin, manager of the Kwong Lau Tai firm and his two sons, Wong Pak Sun, proprietor of the Ching Wa firm. Amongst the rescued were two little girls aged 8 and 9 who were found crouched under a little table and their mother lay a few yards away. The little girls were uninjured. Another fortunate rescue was that of a woman with her baby strapped to her back. Mother and child were uninjured.

Amongst the Europeans taking active part in rescue work were Mr. Burlingame, Mr. Ralphs, Detective Inspector I. Murphy, Inspector Lanigan, Sub-Inspector Fallon, Watt, and Murphy and Sergeant Whelan, and Chesterwoods. The Chinese doctors present were Dr. Wan Man Kai, Wan Yik Ling, Wo Tin Po, and Wong.

TERRIBLE SCENES.
 When a *Daily Press* representative yesterday afternoon visited the scene of the disaster he found it almost indescribable in its confusion. In the red-clay hill-side yawned a big ugly gap and below, a heap of debris, wood and stone—a veritable wilderness. Nearly two hundred humans were still entombed. It was a superhuman task to pierce through the mass of wreckage. Firemen and police hacked at the woodwork whilst a crowd

of coolies carried away the rubbish. Several openings were made and rescuers entered the remnants of what had been rooms. The police and firemen were straining every nerve to get to the entombed persons, and continually the cries of women and children were reaching the ears of the workers.

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MANY LANDSLIDES.
ROADS RENDERED IMPASSABLE.

The heavy fall of rain during the past few days has been followed by landslides, the collapse of a number of houses and the loss of many lives—exactly how many it is impossible to say at the moment for in some quarters the work of removing debris and extricating bodies is still continuing.

The details of the disaster in Po King Fong Street (at Ping Shan) are given elsewhere. It is estimated that between 250 and 300 people were living in these houses alone. The death of one Chinese and the injury of several others is reported from Kowloon as the result of a collapse near Nathan Road. Ten old houses collapsed in Kowloon Tong but, fortunately, as far as is known, no loss of life occurred there.

The railway has not suffered as much damage as was anticipated. A representative of the *Daily Press* made a journey to Yau-mai yesterday morning and his description of the conditions will be found in another column.

The roads which have had to be closed comprise Stubbs Road, Wongneichong Gap, Repulse Bay Road, Victoria Road, Sauson Road, (communicating from Pokfulam Road to Victoria Road), Kennedy Road, Hill Road, Belchers Street, Repulse Bay—Shauiwan Road, Mount Davis Road and the Tai-po Road from the 14th mile stone.

The roads which have had to be closed comprise Stubbs Road, Wongneichong Gap, Repulse Bay Road, Victoria Road, Sauson Road, (communicating from Pokfulam Road to Victoria Road), Kennedy Road, Hill Road, Belchers Street, Repulse Bay—Shauiwan Road, Mount Davis Road and the Tai-po Road from the 14th mile stone.

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THE STRIKE SITUATION.

LABOUR MORE PLENTIFUL.

Yesterday, all thought of the strike was overshadowed by the terrible catastrophes caused by the land-slides and collapsing houses following the heavy rains. No one seemed to worry whether the workers were returning or not. As a matter of fact, however, the situation continues to improve and the supply of labour is becoming steadily greater.

THE CHINESE ASPECT.

The situation from the Chinese aspect is improving with great rapidity. During the last two days more tea houses, restaurants and eating houses have reopened, and the majority of Chinese barbers have also reopened. The vernacular press announces new bodies of special guards which have been formed with the object of assisting to preserve the peace, and it is suggested that the district special guards should also supervise the disposal of nightsoil. Nightsoil coolies are returning to work, especially in the Central district and Yau-mai.

TRADE MAINTENANCE ASSOCIATION.

The Hongkong Trade Maintenance Association, formed with the object of assisting merchants in taking delivery of cargo lying in the various godowns and/or in shipping it to various ports, has now been duly inaugurated. Mr. Ho Sai Kwong has been elected chairman of the Association. Mr. M. E. Lo has been elected as legal adviser of the Association and Mr. Lo Woon Che as its Hon. Secretary.

Following the suggestion of the Shing Yip Company, No. 135, Queen's Road Central, it has been decided to hold a meeting of the Chinese landlords of Hongkong and Kowloon at the Hong Fai Restaurant, Queen's Road Central, for the purpose of discussing ways and means of securing the Government's assistance in the maintenance of the property market in Hongkong and Kowloon.

EMERGENCY CREWS.

The *President Pires* and the *President Grant* carry emergency crews of Filipinos, shipped at Manila, so that if the Chinese crews "walk out" either in Hongkong or Shanghai, the Company is fully prepared to meet the situation. If the Chinese crews remain loyal the emergency crews are discharged from the steamers when they arrive at Shanghai from Hongkong and are then transhipped back to Manila by the next *President* for the round trip, i.e., from Manila to Shanghai, via Hongkong, and back to Manila, and if on their return to their home port they wish to sign on again for a similar trip they are at liberty to do so. Provided the Chinese crews remain loyal it is little work and all pay for the Filipinos, but while the strike lasts the Company is determined to continue this practice of keeping emergency crews on board their vessels in readiness to meet any situation caused by defections among their regular men.

THE "EMPERESS OF RUSSIA."

The *R.M.S. Empress of Russia*, which was delayed on account of rough weather, arrived here yesterday morning with mails on board from Canada, U.S.A., Japan, Shanghai and Europe via Siberia (London June 28th). She also brought in the mails from the *President Grant*. Owing, however, to an outbreak of smallpox on board, the vessel had to proceed direct to the quarantine anchorage following her arrival. There was, it is understood, only one case of smallpox. The discharge of cargo for Hongkong will be carried out during to-day, provided weather permits. The vessel sails for Manila this evening at five o'clock. The mail was landed in batches during the afternoon by means of the Post Office launch, manned by the emergency crew. The launch remained near the vessel all the morning, but was unable to receive the mail earlier on account of the heavy rain. The mail consisted of 500 bags. Of this number 40 bags were from Home. There were 242 bags from Shanghai and 42 from Japan, the remainder being from Canada and America.

The Post Office strike staff began sorting the mail as soon as it arrived in the G.P.O. and by this morning it will be possible for residents to collect their correspondence from the enquiry office.

REGULAR SHIPPING SERVICES.

The Agent in Hongkong for the Compagnie des Messageries Maritimes writes: "Referring to your item in connection with P. & O. and N.Y.K. regular service to all schedule ports in the East, I beg to inform you that the Messageries Maritimes Co. have also maintained a similar regular service, and if the *s.s. Paul Lacat* is not coming from Marseilles on the 21st of this month as previously advised it is not owing to the Hongkong strike but to another matter which has nothing to do with the events here.

The *s.s. Paul Lacat* left Marseilles on the 3rd July and is expected in Hongkong on or about 4th August and will sail for Shanghai and Japan very likely the same day.

Our *s.s. Compiegne* is due from Shanghai on Tuesday the 21st inst. and will sail for Marseilles via usual ports of call on the same afternoon."

GENERAL NOTES.

The Chap Sin Hospital, Wanchai, has commenced the cheap sale of rice for the benefit of the poor people. The price is \$1 for 15 and 18 catties of rice of the medium and lower qualities respectively, and each person is allowed to buy 10 cents to \$1 worth of rice at a time only. The Sanitary Department report that the question of securing labour is becoming easier every day, more men offering themselves for duty than are required.

Typhoon weather has prevented the boats from coming in to Hongkong, and consequently there is a scarcity of fish. There is, however, a plentiful supply of pork, beef and vegetables.

CREEPING BACK.

THE HOUSEBOY'S RETURN.

(Contributed.)

He was not particularly cheerful when he left us nearly a month ago, but he had that appearance of general well-being which goes with a thoroughly satisfied appetite and a diet that includes plenty of fat. Last night, when he crept back into the house, he conveyed an altogether different impression. He looked hungry and scared. He begged to be allowed to come back again to work; but, in the same breath he asked for protection. It was quite obvious that hunger had forced him to run what he genuinely believed was a grave risk of bodily injury.

He was willing to agree to any terms of service. We made it clear that not only would he get no strike wages, but that there would be no China New Year "gunshaw." Could we buy his rice? Yes—we agreed to do that, but he must pay for it. He was quite willing to do so, could he bring his relatives this side? "Certainly not," was the answer. There was a critical moment when it seemed as if he would bolt. He continued to plead for his women-folk. We realised the risk that we were taking, but we remained firm. Finally, with that curious air of indifference that he always put on when he found himself beaten, he accepted the inevitable.

THE SIMPLE LIFE.

He departed from us in a hurry and, at intervals, we wondered whether he would be true to his word and return next day. We continued our household routine, preparing for the worst so as not to be disappointed. We washed up the crockery, knives, forks, etc., after the evening meal, although the thrifless male (well-fed) said "Leave it until to-morrow—the boy may come back."

It may be as well to explain that our evening meal is, in these days of the strike, a much simpler affair than formerly. Experience has taught us that it is easier to open a tin of salmon than to prepare, cook and carve a chicken; also it is more satisfactory to eat bread and cheese or jam than to stand over a fire in the hope of making a pudding which may, or may not, be edible. The simple life has its advantages—especially when you are in the tropics without servants. It is now quite easy to understand why, in all stories about Nature in the tropics, the natives live on bananas and wear no clothes. It saves so much cooking and so much washing. If this strike continues indefinitely fashions in Hongkong will change. The ladies will find bathing costumes much less trouble than a dirty kitchen. Then, if the boys get worse, Apollon, for this diversion. Let us return to the story of the houseboy.

HIS FIRST THOUGHT.

We discovered him at work in the kitchen, cooking a tasty meal for himself. His first thought was food. Somebody in England once asked an old China hand what, in these days of new political thought, the 400 odd millions in China were thinking. The immediate answer was "They are thinking about their next meal." Our houseboy must have been thinking about his next meal for quite a long time. He "borrowed" our potatoes and a few odd bits of food, thinking, as usual, that they never would be missed. He didn't realise that now we know to an ounce the weekly consumption of butter and all sorts of other things. The strike has been a revelation as to where master's money has gone. We will pay the boy the same monthly wages in the future as in the past, but his job will not be worth to him anything like it was before the strike.

It would be idle to try to make ourselves, or anyone else, believe that we were not glad to see the prodigal return. We did not kill the fatted calf, but there was something about that first meal that made us feel uncomfortable. "Confound it altogether," we said, "the boy is celebrating his return to work." As in the old days before the strike it was no use arguing. There was always something childish, in spite of the satanic cunning, about the boy. Oriental servants always make one feel rather like a patriarch of old—in one's most expansive moments. Altogether we had loathed the prodigal during his absence, we really were glad to see him back. We meant to punish him—we still mean to punish him, but were unable to prevent the prodigal getting hold of the fatted calf. He was always telling us, in the old days, that he wanted a few hours off to go to the Y.M.C.A. We used to suspect that he went to a gambling house. We think, however, that, in some way or other he must have picked up the central idea of the parable of the prodigal's return.

The amusing thing is that he is doing his old work as if nothing had happened. It is impossible to hate him, although we cursed him daily during his absence. He is so obviously glad to come back again. He is so anxious to please. For all his curious cunning, he is just like a child and it is difficult to maintain anger in the presence of a child.

It is all most unsatisfactory, but then there is so much in life in the Far East that is unsatisfactory. We just have to make the best of a bad business.

Foamite Firefoam

THE MOST EFFECTIVE FIRE
EXTINGUISHER.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:
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DURABILITY AND EFFICIENCY.

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STOCKINGS AND SOCKS of the Very Finest Quality.

There are No Better or Longer-Wearing Stockings and Socks
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MACKEY'S THE ORIGINAL LIQUEUR WHISKY
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of Highland Whisky. A Healthful Tonic—satisfies
and leaves no craving. Used in the leading clubs through-
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Obtainable from all the Leading Stores in the Colony.
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"GLEN" LINE, LIMITED.
S.S. "GLENIFFER"

CONSIGNEES OF CARGO from the
UNITED KINGDOM and CONTINENT are
hereby notified that, owing to the Disturbed
Conditions prevailing here, their Cargo for
Hongkong per s.s. "GLENIFFER", is being
discharged at Singapore, where it lies at
Consignees' Risk and Expense.
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 13th July, 1923. [2431]

BRITISH INDIA S.N. CO., LTD.
From CALCUTTA, RANGOON,
PENANG AND SINGAPORE.

THE Steamship "TAIRA"
having arrived from the above ports Consig-
nees of Cargo are hereby informed that
owing to the Existing Strike Conditions
Cargo for Hongkong by the "TAIRA" has
been Overcarried to JAPAN at the Risk and
Expense of the Owners of the Goods.
No Insurance whatever has been effected
by the STEAMSHIP COMPANY.
MACKINNON, MACKENZIE & Co.,
Agents.
Hongkong, 13th July 1923. [2430]

NOTICE TO CONSIGNEES.
THE EASTERN AND AUSTRALIAN
STEAMSHIP CO., LTD.

THE Steamship "ST. ALBANS"
Left SYDNEY, 13th JUNE, 1923.
CONSIGNEES OF CARGO from AUS-
TRALIA, NEW ZEALAND and SOUTH SEA
Island Ports are hereby informed that
owing to the Existing Strike Conditions, Cargo for
Hongkong by the s.s. "ST. ALBANS" has
been Overcarried to JAPAN at the Risk and
Expense of the Owners of the Goods. The
Cargo landed at SANJIKAN has been Trans-
shipped per s.s. "HINSANG" Due Here on
or about the 13th INSTANT while the following
Cargo landed at MANILA, viz—
50 LEAD BARS
21 Boxes FRENCH BUTTER
8 Bales LANTIER.
Will be Forwarded to Destination per First
Opportunity.
No Insurance whatsoever has effected by the
STEAMSHIP COMPANY.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 9th July, 1923. [2408]

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(FOR ONE WEEK ONLY)
HATS and FROCKS
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At the Sign of the Lantern.
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SUZUKI & Co., Ltd.

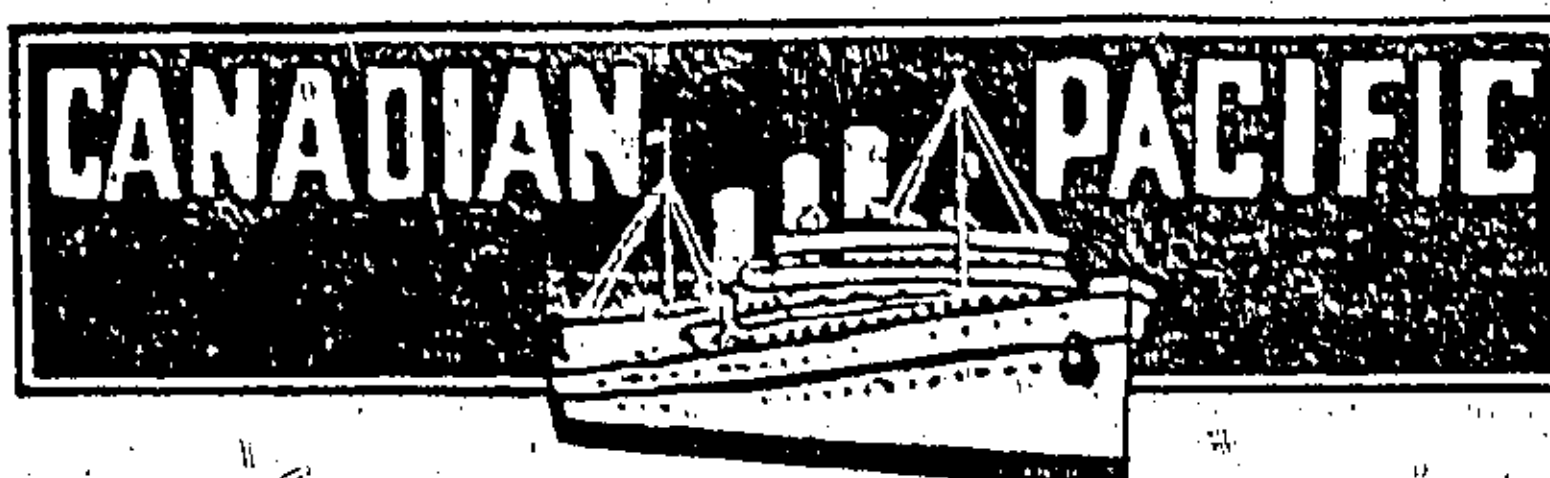
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China Building, 1st Floor.

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customers' interests our first aim. Five
expert buyers, with capable staffs, manage
different departments, buying, with greatest
care every class of goods giving our
customers all the advantages of wide
experience and ensuring their requirements
being rightly supplied at lowest prices and
best discounts.
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HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and
Japan Ports and Atlantic Connections.
Leave Hongkong Arrive Vancouver Leave Due
Quebec Southampton
Empress Russia July 23 Aug. 10 Empress Franco Aug. 19 Aug. 26
Empress Australia Aug. 7 Aug. 29 Empress Scotland Sept. 2 Sept. 9

SPECIAL NOTICE.

THE EMPRESS OF RUSSIA

WILL SAIL FOR
MANILA

at 5 P.M., SATURDAY, JULY 18TH, 1923.

RETURNING

WILL ARRIVE AT
HONGKONG

at 8 A.M., WEDNESDAY, JULY 22ND, 1923.

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America \$405. \$440. \$440.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
KAGA MARU Friday, 13th July, at 2 p.m.
HARUNA MARU Saturday, 1st Aug., at 11 a.m.
KAMO MARU Sunday, 9th Aug.

HAMBURG via LONDON & ROTTERDAM & Ports.
LIMA MARU Sunday, 9th Aug.

LIVERPOOL via ADEN & MARSEILLES.
TOYOHASHI MARU Tuesday, 13th Aug.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Tuesday, 21st July, at 4 p.m.
MISHIMA MARU Wednesday, 19th August

NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU Tuesday, 4th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU Wednesday, 12th August.

BOMBAY via Singapore & Colombo.
TAMBA MARU Tuesday, 25th July

CALCUTTA via Singapore, Penang & Rangoon.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Thursday, 20th August

SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU Tuesday, 23rd July
BAKONE MARU Wednesday, 11th August

For further information, apply to—
NIPPON YUSEN KAISHA.
S. KINOSHITA, Manager.

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U.S.B. "WEST CAJOOT" ... Due Hongkong 22nd July.
Leave Hongkong 24th July.

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OVER HALF A CENTURY REPUTATION
FOR THE
DR. LE CLERC'S PILLS FOR THE
TREATMENT OF DISEASES OF THE
URINARY TRACT, GONORRHOEA, LEUCORRHOEA,
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"GLENSHIRE" ... Due Hongkong ...	"GLENSHIRE" ... Leaves Hongkong ...
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ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT GRANT" ... July 20th 5.00 p.m.
"PRESIDENT MADISON" ... Aug. 1st 5.00 p.m.
"PRESIDENT JACKSON" ... Aug. 13th 5.00 p.m.
"PRESIDENT McKINLEY" ... Aug. 25th 5.00 p.m.
"PRESIDENT JEFFERSON" ... Sept. 6th 5.00 p.m.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First
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Through Bills of Lading to all United States and Canadian Overland Points;
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CREAM**

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POST OFFICE NOTICE.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay of 2 hours.
The Radio Office will be closed from 8 p.m. to 8 a.m. until further notice.
Messages in Code must have name of Code used included in text.

INWARD MAILS.

FROM	PER	DATE
JAPAN	Haruma Maru	18th July
EUROPE via Negapatam Letters & Papers	Kumazawa	20th July
(London, 18th June)	Ompiegne	21st July
SHANGHAI	Ahi Maru	21st July
JAPAN		

OUTWARD MAILS.

FOR	PER	DATE
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & EUROPE via SAN FRANCISCO—due San Francisco, 12th August—Europe via Siberia (correspondence specially superscribed "via Siberia" only.)	Pres. Pierce	Saturday, 18th, 11.00 A.M. Registration 2.30 P.M. Letters 3.00 P.M.
Manila, Straits, Ceylon, India, Mauritania, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 17th August	Emp. of Russia	Noon
Canton	Haruma Maru	Registration 1.45 P.M. Letters 2.30 P.M.
*Straits and Calcutta	Tung On	5.00 P.M.
Swatow, Amoy and Formosa	Tung On	Sunday, 19th, 9.00 A.M. Letters 9.00 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria, B.C.—due Victoria, 9th Aug.	Pres. Grant	Monday, 20th, 9.00 A.M. Registration 11.00 A.M. Letters 2.30 P.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

July 17th, 1925.	
On London.	
Telegraphic Transfer	2/3
Bank Bills, on demand	2/8 15/16
Bank Bills, at 30 days' sight	2/8 15/16
Bank Bills, at 4 months' sight	2/4 1/2
Credits, at 4 months' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/4 1/2
On New York.	
Bank Bills, on demand	1/18 1/2
Credits, at 30 days' sight	58 1/2
On Hongkong.	
Telegraphic Transfer	154 1/2
Bank Bills, on demand	154 1/2
On Shanghai.	
Bank Bills, at night	nom.
Private, 30 days' sight	nom.
On Yokohama.	
Bank Bills, on demand	113 1/2
On Manila.	
Bank Bills, on demand	92 1/2
On Batavia.	
Bank Bills, on demand	183 1/2
On Harbin.	
Bank Bills, on demand	nom.
On Saigon.	
Bank Bills, on demand	60 1/2
On London, Bank's buying rate	8.38
Gold bar, 100 fine, per tael	33 1/16
Bar Silver, per oz.	33 1/16

Cuticura Healed Itchy Pimples All Over Son's Body

"My son was troubled with pimples that broke out all over his body. They itched and burned so badly that we had to bandage him to keep him from scratching. He was very restless at night and we could hardly get any sleep because he kept on crying. We tried all kinds of remedies but none of them seemed to do him any good. We began using Cuticura Soap and Ointment and in about two months he was completely healed." (Signed) Joseph Wright, Chappell Cottages, Broadways, Clay Cross, Derbyshire, Eng.

Cuticura Soap to cleanse and purify. Cuticura Ointment to soothe and heal. Cuticura Talcum to powder for daily toilet use.

Soap and Ointment sold throughout the world. For sample each free of charge. Write for same, enclosing 4 stamps, to: W.D. & H.O. Wills, Ltd., Bristol & London. Also for mail orders with price.

Try the Cuticura Shaving Stick.

SANITATION.

The Inconvenience of Strike is considerably lessened if Your Home contains a

MODERN FLUSH SYSTEM

We shall be pleased to submit an Estimate Free for an Installation to any Domestic or Public Building.

All Enquiries will receive Prompt Attention.

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TEL. C. 259

THE OCEAN ACCIDENT AND GUARANTEE CORPORATION, LIMITED.

Issue Policies Covering

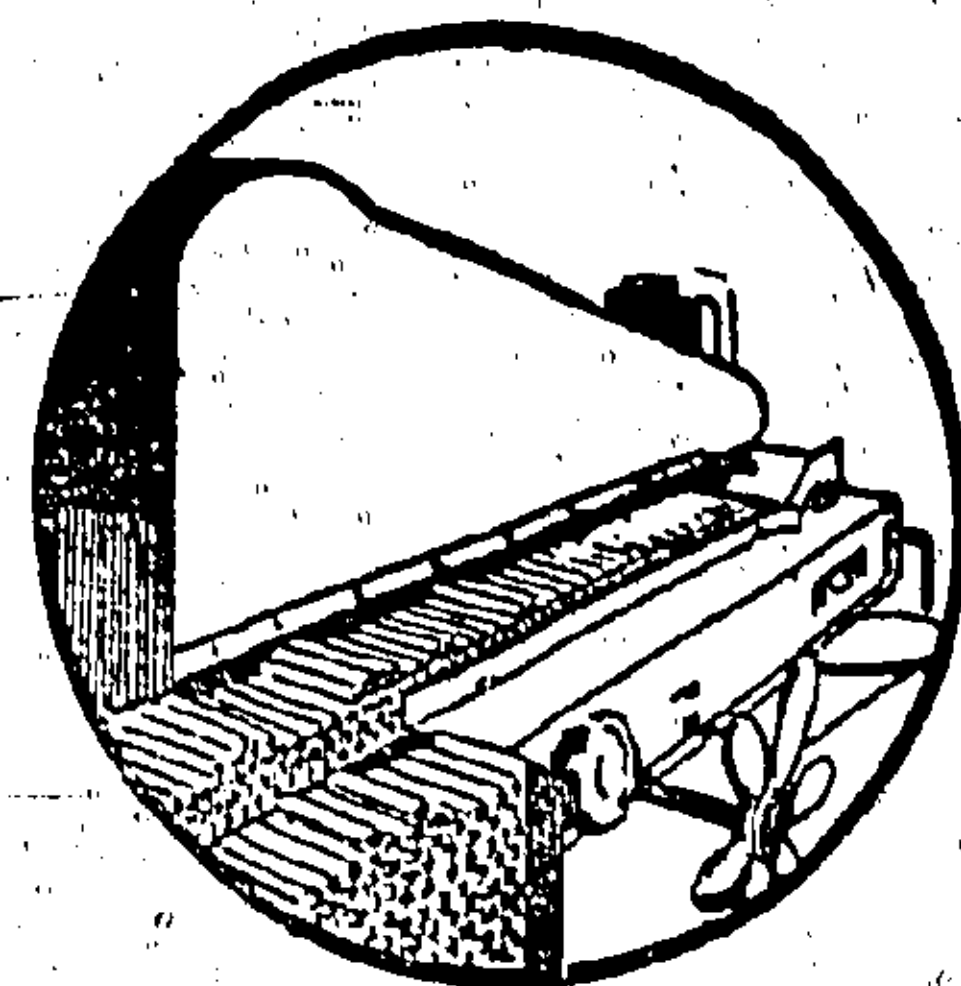
ACCIDENT AND ILLNESS
MOTOR CAR AND CYCLES
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Agents:

GILMAN & Co., LTD.,

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HYGIENIC MACHINE-MADE Cigarettes



OBVIOUSLY MACHINE-MADE CIGARETTES are more HYGIENIC and more CONSISTENTLY WELL MADE than those made by any other process.

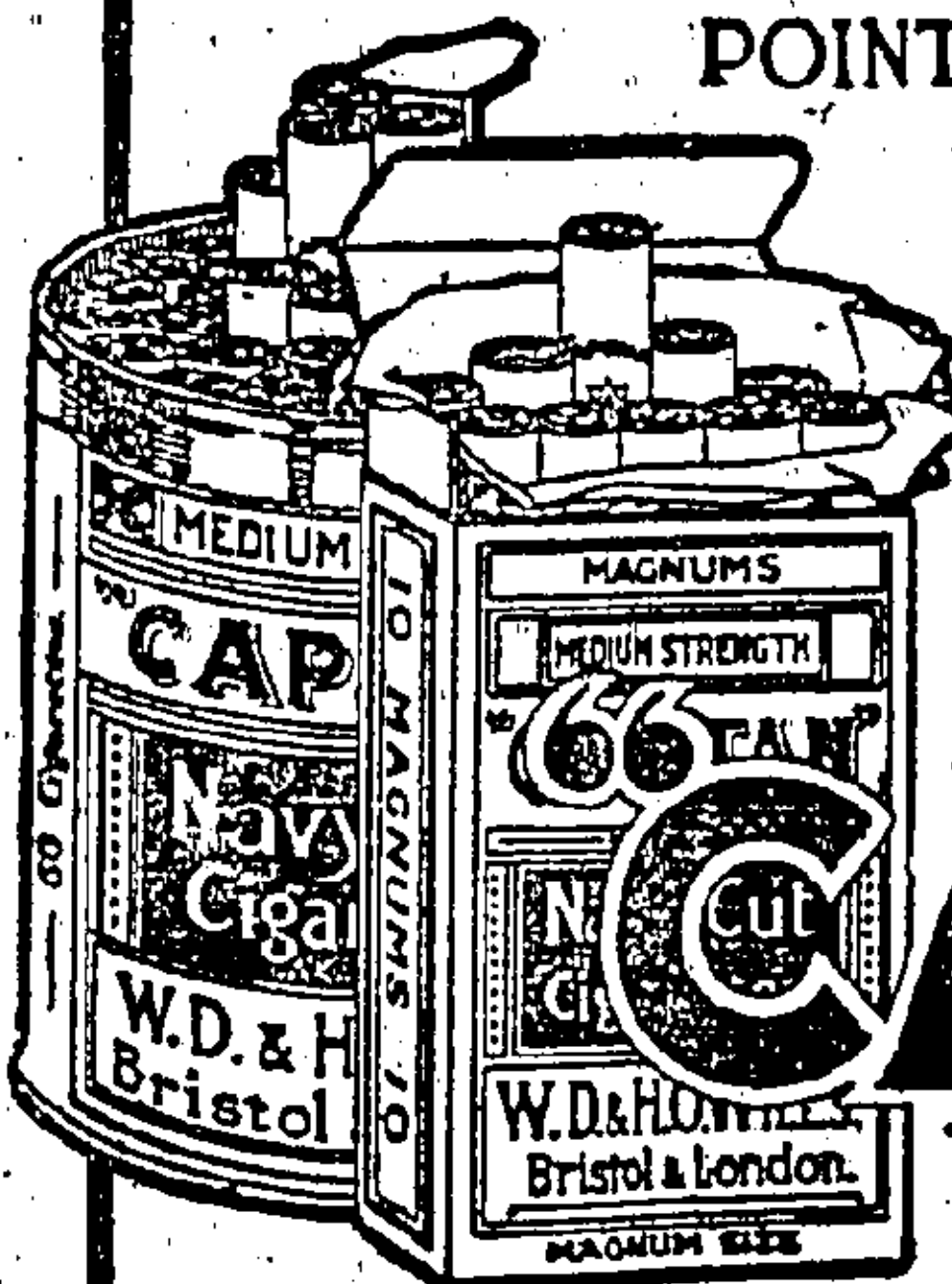
Hygienic manufacturing of "CAPSTAN" Cigarettes for instance.

POINT No 1

Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

POINT No 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process.



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THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

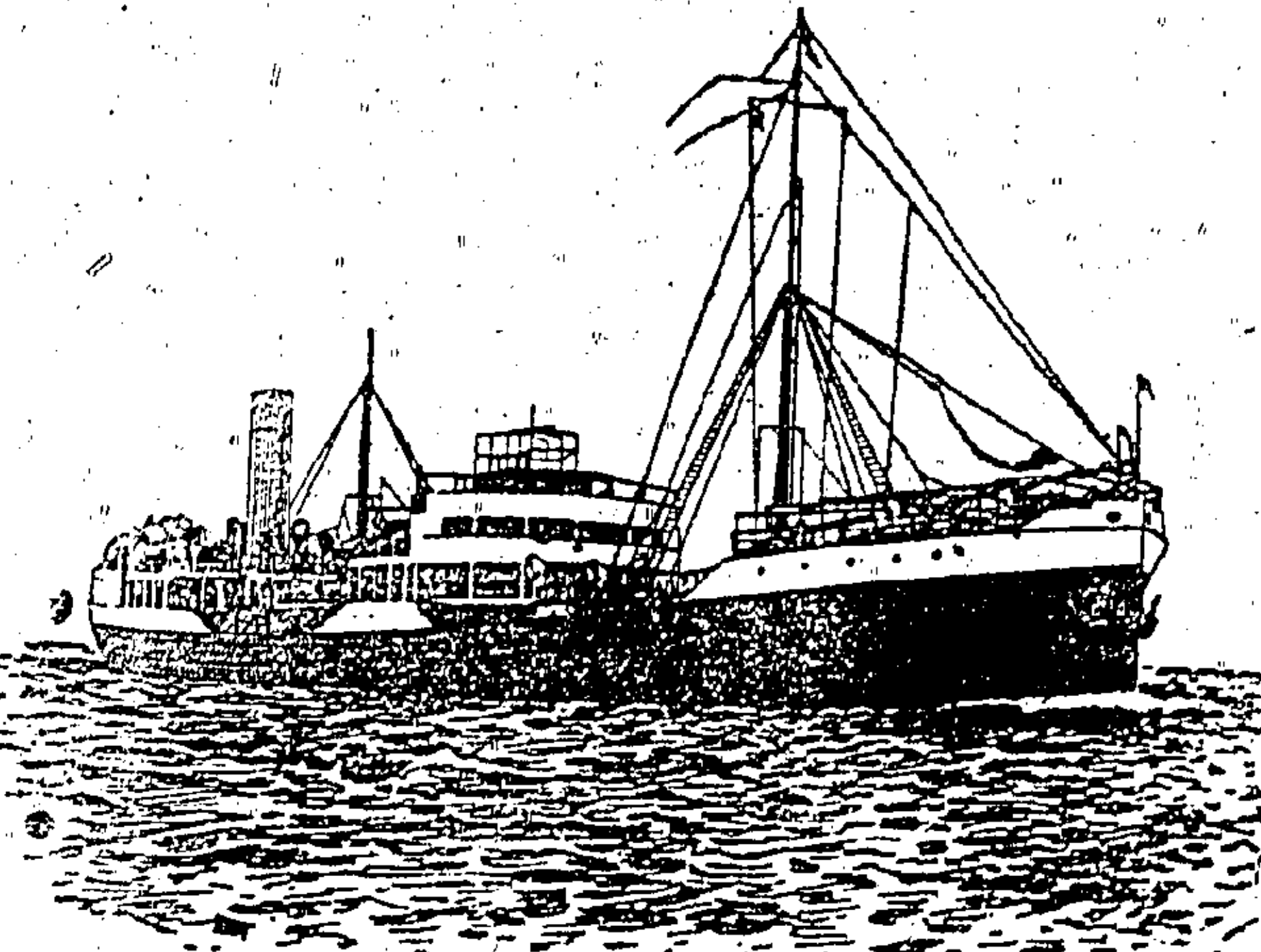
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OIL TANK STEAMER "PALUDINA"

427' 0" x 53' 1" x 31' 0" 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,

GOTHENBURG.

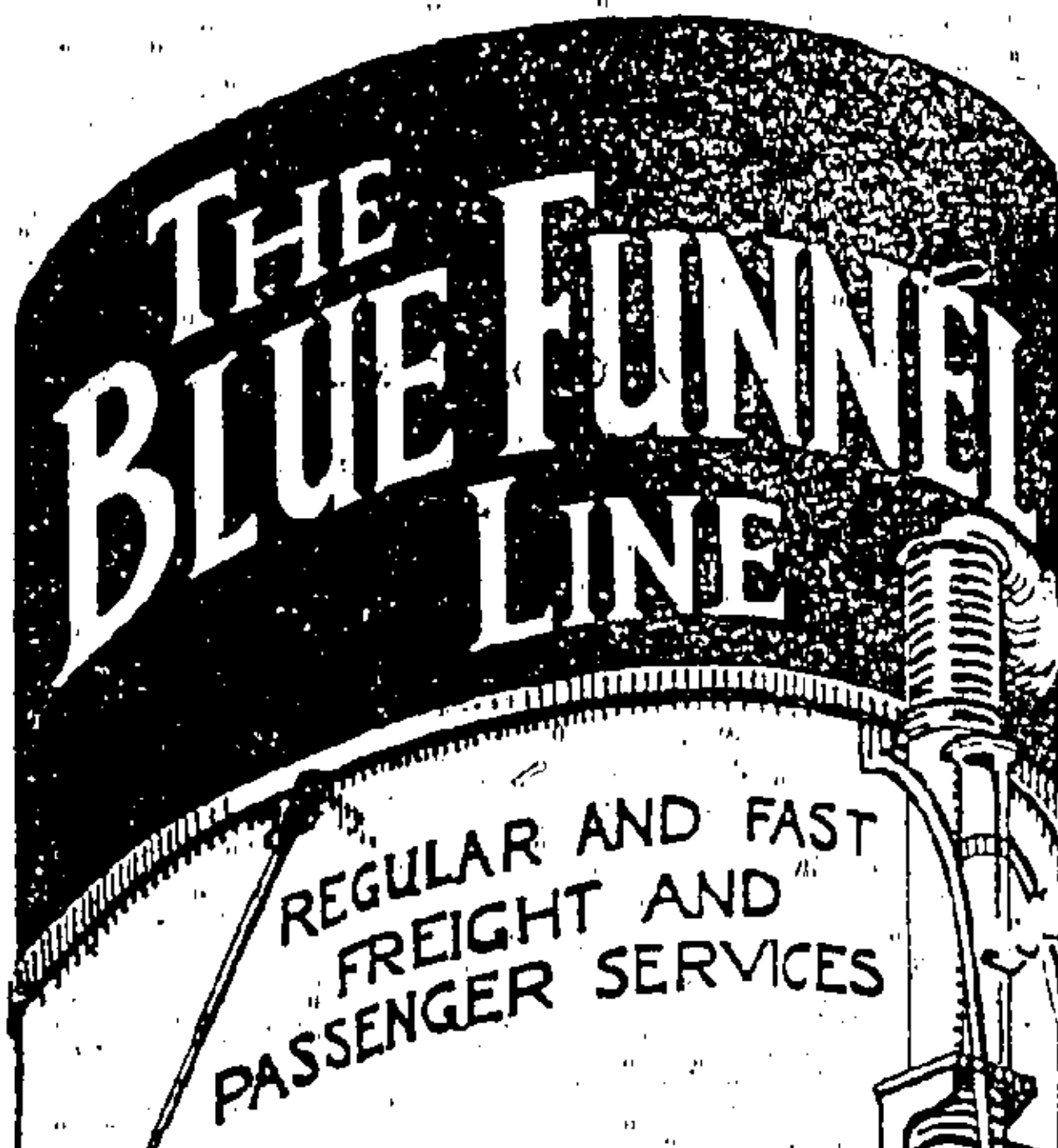
Regular Freight Service for
BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,
COPENHAGEN, GOTHENBURG and Other
SCANDINAVIAN PORTS.

M.V. "FORMOSA" Will leave on or about
25th July
M.V. "CANTON" 26th August

Subject to change without Notice.

For further particulars, please apply to—
GILMAN & CO. LTD., Agents.

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LONDON SERVICE.

"PATROCLUS" 29th July Marseilles, London, Rotterdam & Glasgow.
"ELPENOR" 11th Aug. Marseilles, London, Rotterdam & Hamburg.
"ANTENOR" 28th Aug. Marseilles, London, Rotterdam & Glasgow.
"PERSEUS" 8th Sept. Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"TALTHEYBUS" 1st Aug. Marseilles, Havre, Liverpool & Glasgow.
"STEAMER" 20th Aug. Genoa, Havre, Liverpool & Glasgow.
"KNIGHT COMPANION" 1st Sept. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"PHILOCTETES" 21st July Victoria, Vancouver & Seattle.
"TYNDAREUS" 18th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

(via SUEZ or PANAMA).
"ANTILLOCHUS" 28th July Boston, New York & Baltimore via Suez.
"LAOMEDON" 28th Aug. Boston, New York & Baltimore via Suez.
"PELUS" 7th Sept. Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"PATROCLUS" 29th July Singapore, Marseilles & London.
"ANTENOR" 28th Aug. Singapore, Marseilles & London.
"HECTOR" 21st Oct. Singapore, Marseilles & London.
"SARPEDON" 18th Nov. Singapore, Marseilles & London.
"PATROCLUS" 16th Dec. Singapore, Marseilles & London.
"ANTENOR" 13th Jan. Marseilles, London, Rotterdam & Glasgow.

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VICHY CELESTINS

In bottles, half and splits.

Gout, Diabetes, Rheumatism, Gravel, Arthritis

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